

The China Mail.

Established February, 1846.

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HONGKONG, THURSDAY, SEPTEMBER 8, 1887.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALDAN, 11 & 12, Clement's Lane, Lombard Street, E. C. Gordon STRAKER & Co., 29, Cordwell Street, GORDON & GOTCH, 27, Pall Mall, E.C. SAMUEL DRAGON & Co., 150 & 151, Tavistock Street, W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE.—AMEDEE PRINCE & Co., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. OCEAN.—W. M. SMITH & Co., The APOTHECARY CO., Columbus. SINGAPORE, STRAITS, &c.—SAYLE & Co., Manila. CHINA.—Maccato, F. A. de CRUZ, Stoewer, Quelch & Co., Amoy, N. MOALE, Foochow, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., General Managers. Hongkong, September 7, 1887. 1725

NOTICE is hereby given that an EXTRA-ORDINARY General Meeting of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on SATURDAY, the 17th Instant, at the CITY HALL, at 12 o'clock, Noon, to nominate a Member of the Chamber to the Legislative Council. By Order, H. U. JEFFRIES, Secretary. Hongkong, September 7, 1887. 1725

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY General Meeting of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held at the Company's Office, Praya, Hongkong, on MONDAY, the 12th September, 1887, at Eleven o'clock in the Forenoon, when the Special Resolution passed at the Extraordinary Meeting held To-day will be submitted for Confirmation. RUSSELL & Co., General Managers. Hongkong, August 26, 1887. 1624

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2. Sums less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. Depositors in the Savings' Bank having \$100 or more at their credit may, at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent. per annum interest.

4. Interest on a sum of \$24 per cent. per annum will be allowed to depositors on their daily balances.

5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6. Correspondence as to the business of the Bank, if marked "On Hongkong Savings' Bank Business" is forwarded free by the various British Post Offices in Hongkong and China.

7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, September 1, 1887. 1724

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000

RESERVE FUND, \$3,900,000

RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COUNCIL OF DIRECTORS.

Chairman, M. GHOSE, Esq.

Deputy Chairman, O. D. BOTTOMLEY, Esq.

Mr. J. BELL IRVING, H. HOPKINS, Esq.

W. H. F. DAABY, Esq. Hon. A. P. McEVEN,

Mr. L. DABYNTON, J. S. MOSES, Esq.

Mr. H. F. D. SASSON, Hon. F. D. SASSON.

W. H. FORBES, Esq.

CHIEF MANAGER.

Hongkong, Thomas JACKSON, Esq.

Minister.

Shanghai, EVEN CAMPION, Esq.

London BANKERS.—London and Gravity Bank.

HONGKONG.

INTEREST ALLOWED.

N Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.—

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, September 1, 1887. 1723

NOTICE OF FIRM.

NOTICE.

WE have authorized Mr. A. MACCLY-

MONT to sign the Name of our

Firm per Procuracion from this date.

JARDINE, MATHESON & Co.

Hongkong, September 1, 1887. 1720

Intimations.

HONGKONG PUBLIC SCHOOL.

THE CHRISTMAS TERM will com-

ence on MONDAY, September 10, at 9 a.m.

Forms of Admission for NEW PUPILS may be obtained on application from the Head

Master, Sunnydale.

Hongkong, September 6, 1887. 1717

NOTICE.

THE Unsigned are Sole Agents for

Hongkong and Manila for the Sale of

THE MONTSERRAT LIME JUICE,

AND THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., Ltd.

Hongkong, May 9, 1887. 1703

Intimations.

NOTICE.

A Special General MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on SATURDAY, the 17th Instant, at the CITY HALL, at 12 o'clock, Noon, to nominate a Member of the Chamber to the Legislative Council.

By Order,

H. U. JEFFRIES,

Secretary.

Hongkong, September 7, 1887. 1725

Business Notices.

Autumn 1887.

LANE, CRAWFORD & CO'S

Tailoring Department.

LANE, CRAWFORD & CO.

RESPECTFULLY BEG TO DRAW THE ATTENTION OF THE PUBLIC OF HONGKONG TO THEIR

NEW GOODS FOR THE AUTUMN AND WINTER, which have just been received, comprising

ANGOLAS. FANCY CHEVIOTS.

TEWEEDS. CASHMERE.

SAXONY. HOMESPUNS.

Specialty.—FINE TWILLED CASHMERE and SUPERFINE BROADCLOTHES for EVENING DRESS.

OVERCOATINGS, ULSTERNS, and a variety of MATERIALS for BREADES and RIDING TROUSERS.

LANE, CRAWFORD & CO.

Hongkong, August 26, 1887. 1636

ROBERT LANG & CO., Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

(*)

NEW GOODS

JUST OPENED:

BROWN FELT HATS.

CALCUTTA PITH HATS.

NEW COLLARS AND SHIRTS:

VERY THIN WATERPROOF COATS.

SUITS (in Case).

LANE, CRAWFORD & CO.

Hongkong, September 3, 1887. 1691

ROBERT LANG & CO., Praya and Queen's Road Central, Hongkong.

(*)

Extensive and well-appointed Establishment, situated in one of the most central and key positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office). Banks, &c., have recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurbished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The ACCOMMODATION and SERVICES of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, Reading, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABEE & HING KEE, Proprietors.

Hongkong, September 16, 1885. 1612

STAG HOTEL, QUEEN'S ROAD, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS ENTIRELY REPAINTED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDINGS.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINES, SPICES AND MALT LIQUOR OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

W. POWELL & Co.

DR. JAEGER'S SANITARY WOOLLEN SYSTEM.

WE HAVE RECEIVED A FULL SET OF SAMPLES OF MATERIALS

FOR LADIES', CHILDREN'S AND GENTLEMEN'S

CLOTHING AND UNDERCLOTHING,

of every description, and are prepared to take Orders on Commission.

TERMS and Particulars on application.

W. POWELL & Co.

VICTORIA EXCHANGE, August 10, 1887.

(TELEPHONE 21).

1676

Intimations.

WANTED.

AN EUROPEAN WOMAN, to take

charge of Three Children, 8, 6 and 4 years of age.

Apply to: A. B. C., care of China Mail Office.

Hongkong, August 1, 1887. 1430

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, Queen's Road.

Fire BRICKS OF SUPERIOR

QUALITY FOR SALE.

PRICE, \$50 PER 1,000.

The following Testimony has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, Limited:

"I have herewith much pleasure in testifying to the quality of the Fire Bricks as made by you at your new works."

"In appearance the Brick is light and soft, as compared with the ordinary Fire Brick used in the Colony, but this I may say is

Entertainment.

THEATRE ROYAL,
CITY HALL.
Under the Patronage of
His Excellency Major-General
CAMERON, C.B., Acting Governor
of Hongkong, and the
Officers of the Garrison.

SPECIALLY PREPARED PROGRAMME FOR
To-morrow Evening Only,
the 9th September, 1887.

Mr. PLANTAGENET LITTLEWOOD,
Mr. PLANTAGENET LITTLEWOOD,
Mr. PLANTAGENET LITTLEWOOD.

EMINENT ELOCUTIONIST AND
RECITER
in his
TWO HOURS ENTERTAINMENT
WITH THE
PETS, DRAMATISTS AND HUMOURISTS.

Musical Selections by Signor CAPITANO.

ADMISSION:—2 DOLLARS and 1 DOLLAR
Soldiers and Sailors in Uniform, half-price
to Back Seats.

Plan of Theatre at Messrs. KELLY &
WALSH, where places can now be secured,
E. B. WOLFF,
Business Manager.

THEATRE ROYAL,
CITY HALL.
FRIDAY, Sept. 9th, 1887.
FANS PROVIDED.

Doors open at 8.30. Commence at 9 p.m.
Hongkong, September 8, 1887. 1716

For Sale.

JULES MUMM & Co.'s
CHAMPAGNE.

Quarts, \$20 per Case of 1 doz.
Pints, \$21 per Case of 1 doz.

Dubu Forces & de Garmont & Co.'s

BORDEAUX CLARETS AND

WHITE WINES.

Barker's Celebrated "Baron Brissé,"

WHISKY, \$7 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1887. 1717

To-day's ADVERTISEMENTS.

CHARINIS ROYAL ITALIAN

CIRCUS AND

MENAGERIE.

1718

THIS EVENING.

Thursday, 9th September, 1887,
ANOTHER SPLENDID
CHANGE OF PROGRAMME,
INTRODUCING SEVERAL NOVEL

FEATS,

&c., &c., &c.

L. MAYA,
Secretary.

Bowrington, East Point,
Hongkong, September 8, 1887. 1731

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGAI.

(Taking Cargo & Passengers at their usual
ports for CHEFOO, TIENSIN, NEW
CHWANG, HANKOW, and Ports on
the YANGTZE.)

The Co.'s Steamship

—L. SAWER, will be
despatched as above TO-

MORROW, the 9th Instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 8, 1887. 1728

NAVIGAZIONE GENERALE
ITALIANA

(FLORIO & REBATTA UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG & BOMBAY.

Having connection with Company's
Mail Steamers to

ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES (LEGHORNO),
AND GENOA.

Also to MARSEILLE, A. M. MELI-
BAN, ADRIATIC, LEVANTINE, and
SOUTH AMERICAN PORTS, up to CALLAO,
taking Cargo at the usual ports to
MADRAS, PERSIAN GULF and
BAGDAD.

The Co.'s Steamship

—L. SAWER, will be
despatched as above on

SATURDAY, the 10th Instant, at Noon.

At BOMBAY, the Steamers are discharging
in Prince's Docks.

For further Particulars regarding Freight
and Passage, apply to

OAKLIVITY & Co.,
Agents.

Hongkong, September 8, 1887. 1729

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship

Namoo, Capt. GODDARD, will be
despatched for the above

Ports on SUNDAY, the 11th Instant, at
9 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,
General Managers.

Hongkong, September 8, 1887. 1729

To-day's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGAI.

The Co.'s Steamship

—Nekar.

Captain BAUER, will be
at the above place

SATURDAY, the 10th Instant, at

Daylight.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, September 8, 1887. 1730

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND

NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship

—General Weller.

Capt. W. von SCHICK-

MASS will leave for the above Ports on

WEDNESDAY, the 10th

Instant, at Daylight.

The Steamer has excellent Passenger

Accommodation, is fitted up with

Electric Light and carries a Doctor and Surgeon.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, September 8, 1887. 1731

EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND

ADELAIDE.

(Calling at QUEENSLAND PORTS, and
taking them to NEW ZEALAND, TASMANIA, &c.)

The Steamship

—Arlie.

Captain ELIAS, will be
despatched for the above

Ports on SATURDAY, the 10th Inst., at

5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, September 8, 1887. 1732

OCEAN STEAMSHIP COMPANY.

FOR LONDON & SUEZ CANAL.

The Co.'s Steamship

—Titon.

Captain BROWN, will be
despatched as above on

MONDAY, the 12th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, September 8, 1887. 1733

NOTICE.

SHIPPING.

September 8, 1887.

ARRIVALS.

September 7, 1887.

City of Rio de Janeiro, American st.,

5,384, W. B. Seabury, San Francisco Aug.

11, and Yokohama September 2, Mails and

General—P. M. S. S. Co.

September 8, 1887.

Forwards, German st., 612, J. Bruhn,

Hollow September 6, General—WILKE &

Co.

Washington, British steamer, 809, W.

Reynell, Newswang via Chefoo, August 29,

General—SIEMENS & Co.

September 8, 1887.

Forwards, German steamer, 1,696, H. Baur,

Bremen July 27, Antwerp 30, Southampton

21, Genua August 8, Port Said 14, Suez 15,

Adel 21, Colombo 25, and Singapore Sept.

3, Mails and General—8 bags space £20,000 at

£5,800—MELCHERS & Co.

September 8, 1887.

DEPARTURES.

September 8, 1887.

Widow, for Whampoa.

Ramsey, British gurboat, for a cruise.

Phra Chula Chom Kao, for Swatow.

September 8, 1887.

CEYLON.

Lee Sing, for Shanghai.

Charon, for Newswang.

Nijs' Novard, for Singapore.

Glenlo, for Shanghai.

Hansford, for Singapore and London.

Bellerophon, for Singapore and London.

Lorne, for Saigon.

Thales, for Coast Ports.

September 8, 1887.

PASSENGERS ARRIVED.

September 8, 1887.

Per Piara Chula Chom Kao, for Swatow.

150 Chinese.

September 8, 1887.

NOTICE.

TO DEPART.

Per Foch, from San

Francisco, &c., Messrs. M. Sternberger

and A. Tausig, and 179 Chinese in steerage.

Per Asia, from Liverpool, &c., Mr. and

Mrs. Linn, Mr. Manners and family, Miss

Meda, and 29 Chinese.

Per Neher, from Bremen, &c., Messrs.

We would remind our readers of Mr Littlewood's entertainment in the Theatre Royal to-morrow evening. It is not often that Hongkong has the chance of hearing a professional elocutionist of the standing of Mr Littlewood, and we trust that there will be a large house to-morrow evening. Care, we observe, has been taken to provide fans, so that the audience may sit with comfort and listen to the flow of eloquence. We believe Mr Littlewood will give a new programme every night he appears, unless requested to repeat any item.

It may be of interest, as a matter of record, to give a few figures regarding the time occupied in the passage Home of the steamers *Moyne* and *Glenogle*. The conditions under which these two vessels steamed

homeward were, of course, unusual, owing to the fact that the *Glen* boat was limited as to her daily consumption of coal from Singapore to London. On the run down from the Red Buoy to Singapore, the *Glenogle* gained several hours on the *Moyne's* time; but after that came the telegram curtailing the coal consumption. The *Moyne*, however, has proved herself to be a very good and fast boat. Here are a few figures, which we believe are accurate:

Moyne.

Left Red Buoy at noon on the 28th May. Arrived at Gravesend 25th June at 11.30 a.m. Run from Red Buoy to Gravesend, 35 days, 5 hours, 30 min.

Glenogle.

Left Red Buoy at noon on the 28th May. Arrived at Gravesend on 2nd July at 1.30 p.m.

Ran from Red Buoy to Gravesend, 35 days, 4 hours, 30 min.

Moyne's run.

35d. 5h. 30m.

Glenogle's run.

35d. 1h. 30m.

4h. 00m.

So that the *Glen* boat still has the advantage from Red Buoy to Gravesend by four hours, as we stated some five or six weeks since must be the case.

If we take the run from Hankow to Gravesend, then the *Moyne* has the advantage (*Moyne*, 36 days 16 hours; *Glenogle*, 37 days, 14 hours); and if we further compare the time occupied from Hankow to the Albert Dock, the *Moyne* has again the advantage, as she was fortunately docked within two hours of her arrival at Gravesend.

It is unfortunate that Mr A. P. MacEwen has been withdrawn from the Legislative Council at the present time, because that gentleman had apparently made himself acquainted with the objections taken by the Chinese to the Public Health Bill. As may be remembered, Part VIII. of that Bill was postponed at the last meeting of the Council, in order that Mr MacEwen might lead the discussion upon the sections contained in that portion of the Ordinance. These sections deal with the vital question of overcrowding, and although the master has been fully discussed outside of the Council, the arguments will have to be repeated by those who still represent the people in the Council Chamber. It must be conceded that the innovations embodied in this Public Health Bill, or rather the clumsy and arbitrary form in which these innovations were introduced and expressed, have been most considerably modified by the Council in the progress of the measure through Committee. At the same time, it must be noted that scarcely one of these concessions were granted, or a single modification effected, until after the strongest representations had been made on the subject. Had it not been for the well-supported agitation which was raised in and out of Council, the crumbs of concession would have been of the most microscopic dimensions. There is probably not a resident in the Colony who will question this statement; and therefore, whatever may be said of the faults and defects of the so-called representative element in our present form of government here, it must be admitted that reason and common sense, when brought to bear upon the Administration, with the weight of a strong public opinion, are bound to act as a most wholesome check upon arbitrarily-framed measures of legislation. Of course, much was done outside the Council Chamber, and not the least effective representations were those made by the more intelligent Chinese residents here, but the unofficial members of Council, aided in some instances by the Acting Chief Justice, had the actual work to do in debate. The unofficial Members deserve a great deal of credit for the effectual manner in which they have acquired themselves in this discussion. It has been an uphill progress and a protracted struggle; but it has proved, as we have already said, that the electioe popular element in the Council is by no means a nonentity, even although it is a pronounced minority. It is therefore to be hoped that the discussion on Part VIII. of the Bill will be taken up by the official members of Council who still remain, and that the amendments which were to have been proposed by Mr MacEwen will not be lost sight of because that gentleman has unfortunately had to retire before the fight has ended.

During her Majesty's journey from Windsor to Gosport, the Royal barge was made cool by means of wooden frameworks on each side, covered with felt and canvas, which were kept saturated with cold water, so that the temperature was exceedingly pleasant, although it was one of the hottest days of this tropical summer.

Time *Jiji Shimpō* advocates the establishment of a Japanese paper printed in English. Two great difficulties stand in the way of its accomplishment, want of money and government interference.

The steamer *Brookshire*, Captain Warin, which left Yokohama homeward bound on the 31st August, returned to that port early on the morning of the 1st last, with the Nippon *Kuson*, Kaisha steamer *Toku Mora*, with shaft broken in tow.

It is stated that the Japanese Government intend to construct by de-reas fortresses at about one hundred and fifty-three places along the coast. As has already been stated they will consist of three classes, the construction of a first-class fortress

will cost 180,000 yen, exclusive of the ordnance to be mounted on the forts and cost of barracks buildings, a second-class fortress about 140,000 and a third about 80,000.

Japan Gazette.

A WASHINGTON telegram in the San Francisco papers, dated the 10th August, says:—Secretary Whitney has recently received from Chief Naval Instructor Wilson a statement that the warship *Admiralty* is in a very bad condition and suggesting that she be docked and her hull examined with a view to spending \$250,000 on her. The recommendation to dock and examine her, is strongly inclined to the opinion that she is not worth spending money on.

FURTHER NEWS OF MR STANLEY.

St-Paul-de-Luc-d'a, Aug. 4.—News has been received at Leopoldville concerning the progress of Mr Stanley's Expedition on the Aruwimi. After having made good his arrival at the confluence of that river with the Congo, he had subsequently started on his journey down the *Henry Reed* towing the lighters. Mr Stanley proceeded up the Aruwimi on June 6 to half-way between Yambi and Yambungo, a point which he had reached when ascending the Aruwimi in 1883.

Navigation was very slow, as independently of the supplies collected at the junction of the Congo and Aruwimi, and of the supplementary provisions procured by Tippoo Tib, the Expedition carries all the provisions and ammunition intended for Emin Pacha, the whole being thus transported in one single journey. Mr Stanley hoped to be able to ascend with the steamers and lighters, the rapids just above Yambungo. He expresses

his hope that, on embarking for Aruwimi, he will be able to proceed by river

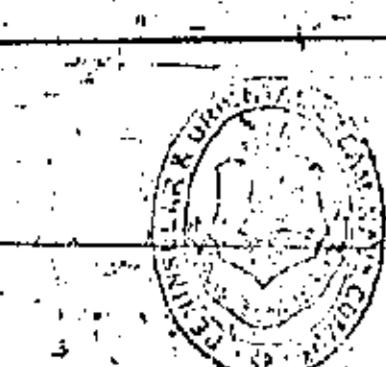
for at least three days' journey. If, however, Mr Stanley finds that he cannot pass the rapids with the steamers, he has decided to send back the *Peacock* and the *Henry Reed* to the confluence of the Aruwimi and the Congo to fetch the men and provisions left at Bolebo and Leopoldville, and which the steamer *Stanley*, which arrived at Leopoldville from the confluence on June 22, will have brought on to the camp at Aruwimi. Mr Stanley will then try and have the lighters towed up the rapids and proceed on his way, in which he expects the Aruwimi to be navigable beyond this point for at least three days' journey by steamer without any rapids. If, however, Mr Stanley finds that he cannot pass the rapids with the steamers, he has decided to send back the *Peacock* and the *Henry Reed* to the confluence of the Aruwimi and the Congo to fetch the men and provisions left at Bolebo and Leopoldville, and which the steamer *Stanley*, which arrived at Leopoldville from the confluence on June 22, will have brought on to the camp at Aruwimi. Mr Stanley will then try and have the lighters towed up the rapids and proceed on his way, in which he expects the Aruwimi to be navigable beyond this point for at least three days' journey by steamer without any rapids. 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Mails.

Mails.

To Let.

Merchant Vessels in Hongkong Harbour.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM,
WATERS.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM-FOR-

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORTE SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALLEXANDRA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO,

LONDON, LAVRE, BORDEAUX,

DUNKIRK AND ANTWERP.

ON THURSDAY, the 15th September,

at Noon, the Company's Steamship

LE PENINSULA, Commandant Vaquez, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted until

10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office

until Noon on the day of sailing.

For further Particulars regarding

FREIGHT AND PASSAGE, apply to the

PENINSULAR AND ORIENTAL STEAM NAVI-

GATION COMPANY'S OFFICE.

The Contents and Value of Passages are

required to be declared prior to shipment.

Shipper and Consignee particularly requested to

note the terms and conditions of the Com-

pany's Black Bills of Lading.

Passengers desirous of insuring their bag-

gage can do so on application at the Com-

pany's Office.

E. L. WOODIN,

Acting Superintendent,

P. & O. S. N. Co.'s Office,

Hongkong, August 27, 1887. 1635

STEAMER
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLE, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
TRISTE, AND LONDON;
AUSTRALIA;

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLE,
TRISTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
PESHAWUR, Captain L. H. Morris, with
Her Majesty's Mails, will be despatched
from this Port, LONDON direct, via SUZ
CANAL and usual Ports of Call, on
FRIDAY, 9th September, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office

until Noon on the day of sailing.

For further Particulars regarding

FREIGHT AND PASSAGE, apply to the

PENINSULAR AND ORIENTAL STEAM NAVI-

GATION COMPANY'S OFFICE.

The Contents and Value of Passages are

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pany's Office.

E. L. WOODIN,

Acting Superintendent,

P. & O. S. N. Co.'s Office,

Hongkong, August 27, 1887. 1635

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE

VIA

THE OVERLAND RAILWAYS

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON THURSDAY, the 29th September,

at 4 p.m., the Company's

Steamship NARAK, Captain DAU,

with MAILED PASSENGERS, SPECIE,

and CARGO, will leave this port as above,

calling at GINGA.

Shipping Orders will be granted until

10 a.m. on the day of sailing.

First-class Fares granted as follows:—

To San Francisco \$200.00

To San Francisco and return, \$350.00

To Liverpool, 333.00

To London, 338.00

To other European points at proportionate

rates. Special reduced rates granted to

Officers of the Army, Navy, Civil Service

and the Imperial Chinese Customs, to be

obtained on application.

Passengers who have paid full fare, re-

embarking at San Francisco for China or

Japan (or vice versa) within one year will be

allowed a discount of 10%.

This allowance

does not apply to through fares from China

and Japan to Europe.

Freight will be received on board until

1 p.m. the day previous to sailing. Parcel

Parcels will be received at the Office until

1 p.m. the same day; all Parcel Packages

should be marked to address in full; value

of same is required.

Consular Invoices to accompany Cargo

destined to points beyond San Francisco,

in the United States, should be sent to the

Company's Office in Sealed Envelopes,

addressed to the Collector of Customs at San

Francisco.

For further information as to Passage

and Freight apply to the Agency of the

Company, No. 504, Queen's Road Central,

C. D. HARMAN,

Agent.

Hongkong, August 31, 1887. 1631

Mails.

To Let.

Merchant Vessels in Hongkong Harbour.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM,
WATERS.

Rooms in Colgate Chambers.

Apply to

DAVID SASSOON, SONS & CO.

Hongkong, May 25, 1887. 504

To Be Let.

With Immediate Possession.

Suite of Rooms fronting the Praya

and Pedder's Street upon the Ground

Floor of Building recently occupied by

Messrs. MELCHERS & CO.

These Premises are well adapted for

OFFICES or STORES.

BISNNE VILLA, PORCELMAN.

Apply to

SHARP & CO.,

Estate Agents,

Marine House.

Hongkong, August 1, 1887. 1442

To Be Let.

With Early Possession.

The Demi-Male Residence

1. G. GREEN MOUNT,

Sited on the Bonham Road,

Apply to

GILMAN & CO.

Hongkong, March 17, 1887. 488

INSURANCES

North British & Mercantile

Insurance Company.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT

SAID, BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANTE, BLACK

SEA & BALTIc PORTS;

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

Hongkong, January 1, 1882. 14

The London Assurance

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George the First,

A.D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

proposed to grant Insurance as follows:—

MARINE Department.